

the lifeboats. He said that only twenty-six or twenty-seven women were put into the first boat, as that was all it was safe to load in the boat while it swung to the davits. It was not until after the ship began to settle, he said, that the gravity of the situation was realized.

The second officer testified that the Titanic did not break in two. There was an explosion, he said, after the decks had disappeared beneath the sea.

Mr. Marconi denied that any orders had been issued regarding the sending of news. He said that no discourtesy had been intended to President Taft in the failure to reply to his inquiry for Major Butt. He was told that the message had been answered.

Captain Rostron said that the President's message had been received by the Carpathia, but at the time he could not give his attention to details of messages received. The general orders in regard to the use of the wireless were that official messages should be sent first, then the names of survivors, then private messages from survivors.

Captain Rostron testified that it was only by accident that the Titanic's call for help had been heard. He said that the wireless operator on the Carpathia was about to go off duty when the call for help came. He was unlacing his boots, and it was only by chance that he had the receiver at his ear.

Mr. Marconi put the wireless business at sea on a purely commercial basis. He said that when the Titanic's call was sent out it was time for the Carpathia's operator to be off duty, and there was no one to take his place. Ships were not supplied with operators sufficient to be on watch throughout the twenty-four hours unless there was reason to believe the commercial business would justify it. The reason for this was that the ship owners did not care to be at the expense of the wireless operator's pay.

Members of the crew of the Titanic said yesterday that fire had broken out in the coal bunkers of the Titanic an hour after she left her dock at Southampton, and had not been extinguished until Saturday afternoon.

It had been necessary to take the coal out of Sections 2 and 3 on the starboard side, forward, and when the water came rushing in after the collision with the ice the bulkheads would not hold because they did not have the supporting weight of the coal.

"MY GOD, WE ARE LOST!"

A fireman said that he had reported to Chief Engineer Bell that the forward bulkhead had given away, and the engineer had replied:

"My God, we are lost!"

The engineers, the crew said, stayed by the pumps and went down with the ship. By order of Third Engineer Harvey the firemen and stokers were sent on deck five minutes before the Titanic sank, when it was seen that they would inevitably be lost if they stayed longer at their work of trying to keep the fires in the boilers and the pumps at work.

The lights burned to the last because the dynamos were run by oil engines.

There was no muster Sunday morning to teach the crew their places in the boats, the sailors said, and they wondered at this, but thought the muster would be held Sunday evening. The result was that when the collision came, and the call to man the boats, the members of the crew did not know their stations. Despite this, the men found places at the boats and there was no panic among the crew.

Captain Smith, according to the crew, ordered the first boats launched to make for some fishing smacks whose lights could be seen four miles away, and after transferring their passengers, to return for more. There was only one blue light (the signal of distress), the sailors said, in all the lifeboats. If all the boats had had blue lights to set afloat on the sea, the fishing smacks might have noticed them and rescued many of the passengers who could not be taken off in the lifeboats.

James McGann, a fireman, said Captain Smith did not commit suicide, but attempted to save himself by jumping into the sea as the Titanic went down.

The crew said that when the ship struck the ice none of the sailors asleep in their bunks were killed. They went on deck, but did not realize the extent of the disaster, and many of them returned to their bunks.

Twenty-one of the twenty-nine boilers were in use, the stokers said, up to midnight on Friday. The run on Friday was 515 miles. At midnight Friday three more boilers were put in service, and on Saturday the run was 549 miles. The best speed was made on Sunday, when the ship averaged twenty-two and one-half knots.

A few minutes before the final catastrophe, the sailors said, the Titanic broke in two between the third and fourth funnels. The forward end sank at once, while the after end remained afloat for several minutes.

MANY SURVIVORS CRITICISE MANAGEMENT.

Many of the survivors criticised yesterday the handling of the lifeboats. Among these were Mrs. George N. Stone, of Cincinnati; Major Arthur Peuchen, of Toronto, and J. G. Snyder, of Minneapolis.

Major Peuchen said that on the night of the disaster Captain Smith was at dinner from 7:30 to 10:30 in a private room with Mr. Ismay and one or two other men.

According to Major Peuchen, Mrs. Ryerson, one of the survivors, who is ill at the Hotel Belmont, told him while on the Carpathia that on Sunday she said to Mr. Ismay that ice had been reported as approaching, and added, "I suppose we will slow down." Mrs. Ryerson said that Mr. Ismay replied, "On the contrary, we will speed up."

NAGEL FINDS WOMEN STOICS

Attitude of Aliens on Titanic Greatly Surprises Secretary.

Washington, April 19.—Secretary Nagel, who met the Carpathia at her pier in New York and authorized the admission to the United States of every alien rescued, returned here to-day. All who desire may remain, although the Secretary believes many will elect to return to their native lands.

The Secretary said he was surprised by an almost complete absence of hysteria among the aliens.

"Their calm and quiet attitude," he declared, "made the event of their landing all the more impressive in the light of the terrible calamity. I felt the ship with unspeakable, indescribable respect for every man and woman among them."

SUNDAY'S NEW-YORK TRIBUNE
Mailed anywhere in the United States for \$2.50 a year.

J. BRUCE ISMAY BEFORE THE SENATE INVESTIGATING COMMITTEE.

The managing director of the White Star Company, who was among the saved from the Titanic, is seated at the end of the table, with his hand under his chin.



HEROES ALL, WERE MEN WHO STUCK TO TITANIC

The stories of the wreck that filled New York yesterday contained no fact more striking than the absolute unanimity of the survivors' tales when it came to speaking of the calm bravery with which some of the best known Americans met death.

Heroism and self-sacrifice stood out in all these tales so certainly that it seemed almost injustice to leave out any names from that roll of honor. No novelist ever painted a word picture more appealing to all that is best in human nature than the story of Isidor Straus and his wife. The smiling avoirdupois of Major Butt, the firm refusal of Henry B. Harris and of Jacques Futrelle to accompany their wives until all the women had been saved, these, with other similar tales of Benjamin Guggenheim, of William T. Stead and of Charles M. Hays, stand out in higher relief than even the stories of the expected bravery of the Titanic's officers.

ISIDOR STRAUS.

Perhaps of all the brave tales of heroic renunciation none was more indelibly impressed on the minds of the survivors than that of Isidor Straus and his wife. Most of the survivors seemed to have seen the aged couple standing on the deck calmly awaiting the end. R. W. Daniel, among others, spoke of it yesterday.

"Mr. Straus was urged to take a place in the boats a half a dozen times," he said. "I heard one appeal, when a man said to him: 'No one would object, Mr. Straus; you are an elderly man, and you have your wife with you; you'd better go.' Mr. Straus only shook his head quietly. His wife comforted him, but he just answered her that she must go and that all the women must go. He would not consider himself."

Other survivors told of seeing the figures of the old couple, standing out clearly in the brilliant night, looking down on the activity around the lifeboats as on a thing apart. Toward the end of the terrible ordeal officers of the Titanic endeavored to get Mr. Straus to leave his wife, but she would not leave him, and she waved them aside.

COLONEL J. J. ASTOR.

Nothing that has been told by the survivors could exceed in renunciation the action of Colonel Astor, as related by Miss Margaret Hays, who left the Titanic in the same lifeboat with Mrs. Astor. She saw the colonel assist his wife into the boat, and then he placed her in a position of safety. At the moment there were no other women waiting, and the order to lower away was given. The ropes had begun to creak when a woman rushed up to the boat deck, and although there were other boats about to be lowered she stood looking down into the one just leaving. Colonel Astor stood up, according to Miss Hays, waved a commanding hand at the officer in charge, and, scrambling out of the boat, assisted the unknown woman to the place he had occupied beside his wife, then made his way back to the deck, and smilingly told his wife that he would meet her later.

MAJOR BUTT.

Major Archibald Butt, President Taft's aid, made his decision without the heart-rending influence of a farewell to loved ones. According to all accounts Major Butt had calmly prepared for the end before he appeared on the boat deck. Apparently the soldierly aid to the President must have known that the supply of lifeboats was cruelly insufficient, because no story from any survivor has placed him in any position but that of leading all possible aid and guidance to women who were seeking the boats. Evidently Major Butt had decided before he reached the boat deck that he could not and would not leave the vessel.

Many of the survivors insist that to him more than to any one aboard the doomed Titanic the women that were saved owe their lives for the reason that he is credited with having stopped single-handed a mad rush of stowaway passengers which, if unchecked, might have turned that scene of bravery into a terrible riot.

JACQUES FUTRELLE.

Mrs. Jacques Futrelle, the wife of the author, told yesterday of her ineffectual attempts to get him to go with her. "I do not doubt that my husband is dead," she said, "but even that knowledge cannot make me suffer more. There could be nothing worse than the mental anguish through which I have passed since we were rescued. Jacques died like a hero, that I know. Three or four times after the crash I rushed up to him and begged him to get into one of the lifeboats."

"For God's sake, go," he fairly screamed at me. "It's your last chance; go!" Then one of the ship's officers forced me into a lifeboat, and I gave up all hope that he could be saved. Scores of women who were rowed away to safety in the Titanic's lifeboats apparently were in too dazed a condition to realize that they were leaving their husbands to almost certain death. The men, without exception, fostered the belief by their cheerful farewells, in all of which they conveyed the impression that they would be taken on later boats. Many women, believing that it was impossible that the Titanic would sink, were utterly dumfounded a few minutes later, when they saw her founder and dive to the bottom. Only then did it dawn on many wives that they had left their husbands to die, and the scenes which followed were heartbreaking.

HENRY B. HARRIS.

Henry B. Harris, theatrical manager, who accompanied his wife to a seat in one of the lifeboats, gazed over that terrible crisis with a light word. He was about to seat himself when an officer called out: "Women first!"

"That's so, of course," he said, smilingly. "I'll meet you later, dear," he added to his wife, and stepped out again on to the deck which was so soon to plunge to the bottom.

Mrs. Harris was one of those who noted the brave presence of mind displayed by Major Butt. She told yesterday of how Major Butt stopped a possible riot by swiftly jerking back a frantic man who was pushing his way into a boat already crowded with women.

"A young man was arguing to get into a lifeboat, and Major Butt laid hold of his arm like a big brother. He seemed to be telling the young fellow to keep his head. It was inspiring—he was a soldier to the last, an example of calm bravery even to the officers of the ship. He gave up his life to save others."

BENJAMIN GUGGENHEIM.

Benjamin Guggenheim was another who met the situation like a hero, although he also, like many others, seemed at first to be lulled by the lack of panic or excitement into thinking that there was no real danger to any one. A steward of the Titanic, who steered one of the boats, told of seeing Mr. Guggenheim stepping into a boat with two other men at a moment when there were no women waiting to embark. He had not seated himself when three women came up to the boat deck. Mr. Guggenheim arose, touched the two men on the shoulder, and motioning toward the women, calmly stepped back to the deck. The men followed him, and the mining magnate took up his position beside the last without a word.

WILLIAM T. STEAD.

William T. Stead was seen about the boat deck by some of the survivors. One of them told yesterday how Mr. Stead had described the accident in a few brief words and pointed out the powdered ice and snow which littered the Titanic's decks on the side which had been nearer the iceberg. He also was one of that notable group of heroes whose names were known throughout the world before the roster of the Titanic's noble dead added to their fame.

CHARLES M. HAYS.

Of Charles M. Hays, the Canadian railroad man, no survivor has yet spoken. Apparently he was caught unawares or else deliberately chose to stay away from the pathetic scenes which he knew would be in progress around that point. He may have known of the deadly insufficiency of lifeboats, and, realizing that the partings of families there would be almost more than man could bear to look upon, kept away from that part of the boat.

Hundreds of men whose names are not as well known came to that point with all the fortitude so marked in the famous men who met the test. Many of them jumped into the sea just before the final plunge of the Titanic, and some were later picked up by the lifeboats which had been sent

away with less than the full complement of passengers.

Major Arthur Peuchen, of Toronto, one of the last to see Mr. Hays, told how he came up to him and said "Goodbye," apparently having no idea the boat would sink so soon.

Mr. Hays told Major Peuchen she ought to float at least eight hours, and in that time he expected help to come. The railroad man showed no signs of fear and awaited fate without the least concern.

HEARTRENDING SCENES AT WHITE STAR OFFICE

Scenes that gripped strong men were enacted again yesterday at the White Star Line offices, No. 9 Broadway. Scores of out-of-town friends and relatives of passengers on the sunken Titanic flocked to the windows, mute appeals for good news written all over their faces. Some went away rejoicing, but the majority remained to weep. One man, who could hardly speak a word of English, broke down and had to be carried out at the fall of the Titanic, a German girl, who called in the third cabin, was lost.

Mrs. Ada M. Clarke, who came from Southampton on the Titanic, appeared early in the forenoon at the offices of the White Star Line with the Rev. G. T. Baker, pastor of the Ozone Park Episcopal Church, in Queens. Charles V. Clarke, her husband, who came over with her to take up their home in San Francisco, went down and had to be carried out at the fall of the Titanic, a German girl, who called in the third cabin, was lost.

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Arrangements were made by the White Star Company to have a United States inspector take charge of the six Chinamen who were saved from the Titanic. After the confusion began to abate it was found that only a few first cabin passengers had accepted the assistance of the company. Several of the second cabin victims were sent to the Chelsea Hotel. The majority of the weak and ailing third cabin survivors were sent to St. Vincent's Hospital.

SURVIVOR SAW MEN SHOT

She Says They Were Crowding Women Out of Lifeboats.

Wilmington, Del., April 19.—A thrilling story was told to-day by Miss Emily Rugg, a passenger rescued from the Titanic. She was met in New York on the arrival of the Carpathia by her uncle, F. W. Queripel, and brought here. She is twenty years old, and lives in the Isle of Guernsey, England.

"We had retired when the collision occurred," she said, "but I was awake. Arousing one of my companions, I said I believed something dreadful had happened. I went on deck and then learned the awful truth. Hastening back to the stateroom, I found my companion whom I had awakened had gone to sleep again. I cried out the ship was sinking, and pulled her from her berth. We then rushed to dress her. We had sufficient presence of mind to don warm clothing."

"I was forcibly shoved into the second boat from the last. Two men who were trying to crowd out women were shot by officers of the Titanic right before my eyes. We left the steamer knowing that hundreds left behind would perish. We were half a mile away when the vessel went down. We heard the band playing 'Nearer, My God, to Thee,' above the cries of the doomed souls on the steamer."

GERMAN LINERS CRITICISED

Lives of 1,000 to 3,000 Passengers on Board Endangered.

Berlin, April 19.—The Free Conservatives in the Reichstag have introduced an urgent motion requesting the Imperial Chancellor to order an investigation as to whether German steamships are equipped with sufficient life saving appliances for all the passengers and crews, and if not, then to proceed without delay to compel the companies to provide them with such equipment.

Frankfurt, April 19.—The "Frankfurter Zeitung" to-day prints a table of ten of the principal transatlantic liners contrasting their boat accommodations with the numbers of the passengers and crews and showing the number of persons for whom no boat accommodation is provided. The list demonstrates that the number of persons unprovided for ranges from 1,475 to 3,070.

SAY FRANKFURT DENIED AID

But Report Is Doubtful at German Lloyd's Office Here.

The representatives of the North German Lloyd line in this city felt moved yesterday to doubt the statements made by several of the Titanic survivors whom the Carpathia brought in the night before that the steamer Frankfurt was at least twenty-five miles nearer to the sinking liner when she sent out her signal of distress than the Cunarder, but had failed to come to her assistance.

They explained that the Frankfurt sailed from Galveston, Texas, on April 6, and that while it was possible that she was somewhere in the neighborhood of the Titanic at the time she struck the fatal iceberg she could hardly have been so far north as to bring her within fifty-three miles, as the statements of the survivors made her.

Nothing has been heard from the Frankfurt since the disaster, but her owners think nothing of this, since she is not due in Bremen for a day or so yet. She is a freighter, capable of best of only about eleven knots an hour.

SOLDIER, EVERY INCH, SAYS TAFT OF BUTT

Men Prominent in Public Life Praise the Heroism of the Titanic's Victim.

(From The Tribune Bureau.)

Washington, April 19.—With the flags on all government buildings at half-staff, Washington mourned to-day for the victims of the Titanic.

Formal tribute to the Titanic's dead was paid by the House of Representatives when at 12:11 o'clock it adjourned until noon tomorrow.

The Senate remained in session under an agreement reached yesterday for a vote before adjournment on the Dillingham general immigration bill.

The prayer of the Rev. Henry N. Condit in opening the House session was, in part:

We thank Thee that though in the ordinary circumstances of life selfishness and greed seem to be in the ascendancy, yet in times of distress and peril, then it is that the nobility of soul, the God-like in man, asserts itself and makes heroes.

Sorrow was manifested particularly for the death of Major Archibald W. Butt, President Taft, members of the Cabinet, Senators and others prominent in public life joining in paying tribute to the dead soldier. The President said:

Major "Archie" Butt was my military aid. He was like a member of my family, and I feel his loss as if he had been a younger brother. The chief trait of his character was loyalty to his ideals, his cloth and his friends. His character was a simple one in the sense that he was incapable of intrigue or insincerity. He was gentle and considerate to every one high and low. He never lost, under any conditions, his sense of proper regard to what he considered the respect due to constituted authority. He was an earnest member of the Episcopal Church and loved that communion. He was a soldier, every inch of him; a most competent and successful quartermaster and a devotee of his profession.

After I heard that part of the ship's company had gone down I gave up hope for the rescue of Major Butt, unless by accident. I knew that he would certainly remain on the ship's deck until every duty had been performed and every sacrifice made that properly fell on one charged, as he would feel himself charged, with responsibility for the rescue of others.

He leaves the widest circle of friends whose memory of him is sweet in every particular.

The Secretary of the Navy said: "There is universal feeling of sorrow in Washington on account of the untimely death of Major Butt, due to his loyal devotion to the President and the sterling qualities demonstrated in the discharge of his duties, which have endeared him to those who came in contact with him."

The Secretary of War said: "I have felt a very warm personal attachment for Major Butt, and have been greatly distressed by the news of his death. Every one who knew him has felt confident from the beginning that he would be shown to have acted with the courageous self-devotion that the dispatches this morning have revealed."

"He was one of God Almighty's gentlemen," said Senator Tillman, of South Carolina. A permanent memorial to the heroism of Major Butt and the other of Washington, who died when the Titanic went down was informally discussed to-day by some members of the Cabinet and other government officials. The probabilities of laying the circumstances of the deaths of Major Butt, Clarence Moore and Frank D. Millet before the Carnegie Hero Fund trustees were also discussed.

Lindsberg, Kan., April 19.—Theodore Roosevelt paid a tribute to-day to the heroism of Major Butt.

"Major Butt was the highest type of officer and gentleman," said Colonel Roosevelt. "He met his end as an officer and gentleman should, giving up his own life that others might be saved. I and my family all loved him sincerely."

Nashville, Tenn., April 19.—Memorial services for Major Archibald W. Butt, who was lost on the Titanic, will be held in the University of the South, in Swannock, Tenn., on Sunday, April 28. Major Butt was an alumnus of the university, and, with President Taft, was a guest there only a few months ago. Major Butt's fraternity, Delta Tau Delta, has started a movement to place a tablet in the university chapel to the memory of the officer who conducted himself with such gallantry.

HOLDS LINE RESPONSIBLE

Lawyer Says Ismay's Presence Makes Damage Claims Good.

(By Telegraph to The Tribune.) Philadelphia, April 19.—William J. Conlen, a well known admiralty lawyer, basing his opinion on early reports of the Titanic disaster, said to-day that the survivors and the owners of merchandise aboard the vessel can hold the White Star Line responsible for damages, owing to the presence on the ship of J. Bruce Ismay, president of the line and managing director of the International Merchant Marine Company.

Mr. Conlen said that under ordinary circumstances a steamship owning corporation cannot be held responsible for damages through alleged negligence by their agents, the officers of a vessel, because the owners can have no knowledge whether their representatives are obeying orders after leaving port. In the case of the Titanic, however, Mr. Conlen declared that so long as Mr. Ismay, the chief owner, was aboard, the owners could be held responsible. He assumes that Captain Smith received orders to take the greatest possible care in bringing the Titanic across, and Mr. Ismay, representing the owners, was in a position to know that the "greatest care was not being exercised in the navigation of the vessel."

PENNSYLVANIA RAILROAD

Bulletin.

LONGER LIMITS FOR EXCURSION TICKETS

Effective May 1, the limit of excursion tickets sold from New York City to points on the New Jersey Division west of New Brunswick and South Amboy, including Philadelphia, will be increased from six to ten days. To Rahway and Perth Amboy tickets will be good until used.

This extension is made with a view of establishing a uniformity of limits and also for the greater accommodation of patrons of the Pennsylvania Railroad, who have heretofore, in many cases, found the return limit of excursion tickets insufficient to meet their desires.

It is gratifying to the management of the Pennsylvania Railroad to be able to make this concession in the interest of its patrons, and the action is in accord with its well known policy of giving the public the best service and the most accommodating arrangements that a just regard for its revenues will permit.

Answers in the BOOKREADERS' CONTEST

No. 137—A Great Mistake.

Watch To-morrow's Tribune for Correct Answer to Picture No. 138.